

**CITY OF TIGARD**  
**PLANNING COMMISSION**  
**Meeting Minutes**  
August 7, 2006

**1. CALL TO ORDER**

Vice-President Munro called the meeting to order at 7:00 p.m. The meeting was held in the Tigard Civic Center, Red Rock Creek Conference Room, at 13125 SW Hall Blvd.

**2. ROLL CALL**

Commissioners Present: Vice-President Munro; Commissioners Brown, Buehner, Meads, and Walsh. Also present was Jeremy Vermilyea, Commission alternate.

Commissioners Absent: President Inman; Commissioners Caffall and Harbison

Staff Present: Tom Coffee, Community Development Director; Duane Roberts, Associate Planner; Denver Igarta, Associate Planner; Jerree Lewis, Planning Commission Secretary

**3. PLANNING COMMISSION COMMUNICATIONS AND COMMITTEE REPORTS**

Community Development Director Tom Coffee updated the Commission on the Bull Mountain incorporation effort and the Cach Creek annexation by the City which will be heard by Council on September 26<sup>th</sup> (Exhibit A). Coffee advised that the annexation may be appealed.

Mitch Brown volunteered to serve on the Committee for Citizen Involvement.

There were no other committee reports.

**4. APPROVE MEETING MINUTES**

It was moved and seconded to approve the July 17, 2006 meeting minutes as submitted. The motion passed by a vote of 4-0. Commissioner Munro abstained.

It was moved and seconded to approve the July 31, 2006 meeting minutes as submitted. The motion passed by a vote of 4-0. Commissioner Walsh abstained.

**6. DOWNTOWN STREETSCAPE DESIGN PLAN - OTAK**

This item was taken out of order.

Associate Planner Denver Igarta provided background on the Downtown Improvement Plan which was completed in September 2005 and lays forth provisions for the next 20-30 years in the Downtown area. The plan identifies 8 catalyst projects that will help spur redevelopment in the Downtown. The first project is to enhance the streetscape. The plan was approved by Council and OTAK was subsequently selected as the consultant for the streetscape design plan. A citizen working group participated as an advisory committee to the process and helped to develop a draft streetscape design plan.

Tom Litster from OTAK gave a PowerPoint presentation on the draft Downtown Streetscape Plan (Exhibit B). The final report will be presented to Council in September. The plan maintains certain ideas for the Downtown area: urban village, green heart, and sustainability.

Litster showed Downtown framework plan that was developed and explained the unifying elements included in the plan. There are a range of choices with enough similarity to give a sense of wholeness to the Downtown area.

He described the different themes for functional design, green heart, and artistic representation. The key elements of functional design are safety, comfort, and access. The green heart theme relates to trees, landscaping, connections to public spaces and Fanno Creek, sustainability, and public art. Artistic representations are things that relate to style or historic period. The preferred style chosen by the Downtown Streetscape Working Group is mostly classical, however, there may be places where some contemporary art might be considered. There was also a lot of support for naturalistic styles, particularly around Fanno Creek and the gateways to Downtown.

Litster detailed the recommended street design concepts for the Downtown area: Main Street (village street), Burnham Street (green street), and West Commercial Street (gateway street). A green street is not only green visually, it uses mitigated storm water management techniques. Litster described some of the techniques that could be used on Burnham Street. There are Metro funds available for green street projects that the City could apply for.

Lisa Olsen, former member of the Downtown Task Force and the Downtown Streetscape Working Group, noted that going through the streetscape plan process was interesting and educational. She is anxious to see the final report.

Vice-President Munro asked what the Planning Commission's role was for this meeting. Staff advised that the purpose of the discussion was mainly to let Commission know what is going on, but they are also welcome to make recommendations.

Vice-President Munro asked about the lighting at the commuter rail station. Staff advised that the commuter rail lighting will be different from the lighting Downtown, but will be



compatible. The lighting in the Downtown area functions better for pedestrians; the rail station lighting functions better for traffic. The fixtures don't have to be exact as long as there is consistency in appearance. There will still be "shoe box" lighting in the parking area and it is anticipated that as plantings grow, they will detract from the lights. It was also noted that the original design of the train station was changed by TriMet, but the City Council approved \$100,000 to provide a more traditional look for the station.

## **5. TIGARD AFFORDABLE HOUSING PROGRAM**

Senior Planner Duane Roberts reported on Tigard's affordable housing program. He provided handouts (Exhibits G-F). The definition of affordable housing is housing that costs no more than 30% of gross income for rent and utilities. For homeowners, the costs include mortgage, insurance, and taxes. In the Metro area, the focus of programs is on the 50% of median group. Community Development Block Grant (CDBG) programs are based on the 80% of median group – to be eligible, projects must benefit a population that's at least 51% low to moderate income.

Tom Coffee advised that the CDBG program came into being during the Nixon era. The Federal government decided to let states and communities choose where to spend the funds. In Washington County, cities with a population under 50,000 have to compete for funds. Cities over 50,000 have a formula-based entitlement.

Roberts noted that there is an imbalance between household income and housing prices (Exhibit E) in the Portland Metro region. There is also the trend of more high-end housing development and mobile home parks are disappearing. As a result, many residents are being priced out of neighborhoods. This is particularly true in Washington County.

Metro developed policies that apply to affordable housing, encouraging a mix of affordable housing types dispersed within the region. Jurisdictions were required to address a comprehensive tool kit of strategies (density bonus, replacement housing, transfer development rights). Each local jurisdiction was required to formally consider and take action on each of the strategies. The other mandatory provision was to provide an annual progress report for 3 years. Most jurisdictions failed to meet the requirements. Tigard was one of the few jurisdictions that complied.

Metro adopted another plan this year that is similar, but not mandatory. It's designed to reduce barriers to the affordable housing supply. The focus is on workforce, elderly, and disabled housing. They recommend that the affordable housing supply be integrated into all policy-making funding allocations, a new regional funding source be developed for affordable housing production, removing regulatory barriers, and providing technical assistance to governments.

In recent years, Washington County established the Washington County Housing Fund.

This is a trust fund with the intention of soliciting official government and private contributions to provide grants and loans for affordable housing development. So far, they have collected \$900,000 and have begun to distribute funds.

Roberts reviewed the affordable housing action plan for Tigard – land use & non-land use measures (Exhibit G). He advised that the City has been providing affordable housing tax abatements for 10 years. The City allows adjustments to parking requirements for affordable housing projects and has a budget set-aside to offset fees and charges imposed on affordable housing development and rehabilitation. The current year fund amount is \$10,000. Tigard has implemented a Housing Maintenance Program intended to ensure safe and sanitary housing within the community. The program also helps to maintain existing affordable housing stock. The program receives about 200 complaints a year.

Roberts advised that the City also applies for grants to finance needed public improvements serving low income neighborhoods and housing projects. Over the past 10 years, the City has applied for and received \$850,000 in grant funds to improve roads, sidewalks, and storm drainage serving low income housing projects and neighborhoods.

Commissioner Buehner noted that the subject of affordable housing has been discussed at CCAC meetings. They are looking at mixed use projects with commercial and residential uses combined. She wonders if affordable housing would be possible, or would the commercial zone cause a problem. Tom Coffee said there is some interest in affordable housing in the Downtown area. He said the trick is that, typically, it's a commercial developer who is first interested in the Downtown – it's hard to get housing in first. Commercial developers aren't that interested in putting in affordable housing, unless the City is assisting somehow. Roberts advised that Community Partners for Affordable Housing is very interested in developing an elderly project in the Downtown area. He assumes the City would be supportive to an affordable housing project in Downtown Tigard.

Commissioner Walsh asked what staff foresees for growth of affordable housing outside of a mixed use area. Staff answered that most zoning outside a mixed used area is single family. Affordable housing providers say they have to build at R-25 density. Most of the R-25 areas in Tigard are already built out – all that is left is redevelopment refill. Tom Coffee thinks 99W is overly zoned for commercial and underdeveloped in terms of real profit for the property owners. Commercial property owners would have to be convinced that there's more money in housing along 99W. This would also mean creating an environment for housing. It would be a long-term project.


Commissioner Buehner said the area between Greenburg Road and Commercial Street on the other side of 99W is full of housing that was built at the end of WWII. As part of the Comp Plan update process, she would like the City to look at rezoning that area to make it attractive for redevelopment.

7. OTHER BUSINESS

None

8. ADJOURNMENT

The meeting adjourned at 8:38 p.m.

  
\_\_\_\_\_  
Jerree Lewis, Planning Commission Secretary


  
\_\_\_\_\_  
ATTEST: Vice-President Judy Munro

Exhibit A

**NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:**

THE TIGARD DEVELOPMENT CODE REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT SHALL BE PROMPTLY FORWARDED TO THE PURCHASER.



## PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN THAT THE **TIGARD CITY COUNCIL**, AT A MEETING ON **TUESDAY, SEPTEMBER 26, 2006 AT 7:30 PM**, IN THE TOWN HALL OF THE TIGARD CIVIC CENTER, 13125 SW HALL BOULEVARD, TIGARD, OREGON 97223 WILL CONSIDER THE FOLLOWING APPLICATION:

**FILE NO.:** ZONE CHANGE ANNEXATION (ZCA) 2006-00002

**FILE TITLE:** CACH CREEK AREA ANNEXATION

**APPLICANT/  
COORDINATOR  
(Multiple  
applicants):**

City of Tigard  
Contact: Beth St. Amand  
13125 SW Hall Blvd.  
Tigard, OR 97223

**OWNER:** City of Tigard  
Contact: Dennis Koellermeier  
13125 SW Hall Blvd.  
Tigard, OR 97223

**OWNER:** Tigard Water District  
PO Box 23000  
Tigard, OR 97223

**OWNER:** Trust for Public Land  
806 SW Broadway, #300  
Portland, OR 97205

**OWNER:** Brentwood Homes  
Contact: John Noffz  
15170 SW Finis Lane  
Tigard, OR 97224

**OWNER:** Jon Dyer  
PO Box 848  
Lake Oswego, OR 97304

**REQUEST:** The applicant is requesting annexation of twelve (12) parcels containing 41.41 acres into the City of Tigard.

**LOCATION:** Abutting and west of Sunrise Lane, and abutting and north of SW Bull Mountain Road, including the right-of-way on Sunrise Lane, from the intersection of Sunrise Lane and SW 147<sup>th</sup> Terrace westerly for approximately 1,200 feet and northerly for approximately 1,630 feet; Washington County Tax Assessor's Map No. (WCTM) 2S105DB, Tax Lots 6100, 6200 & 400; WCTM 2S105CD, Tax Lot 100; WCTM 2S108AB, Tax Lots 1200 & 1201; WCTM 2S105DC, Tax Lots 100, 200, 300 & 400; and WCTM 2S105DD, Tax Lots 200 & 300.

**ZONE:** R-7: Medium-Density Residential District. The R-7 zoning district is designed to accommodate attached single-family homes, detached single-family homes with or without accessory residential units, at a minimum lot size of 5,000 square feet, and duplexes, at a minimum lot size of 10,000 square feet. Mobile home parks and subdivisions are also permitted outright. Some civic and institutional uses are also permitted conditionally.

**APPLICABLE  
REVIEW  
CRITERIA:**

The approval standards for annexations are described in Community Development Code Chapters 18.320 and 18.390, Comprehensive Plan Policies 2 and 10; ORS Chapter 222; and Metro Code Chapter 3.09.

THE PUBLIC HEARING ON THIS MATTER WILL BE CONDUCTED IN ACCORDANCE WITH THE RULES OF CHAPTER 18.390 OF THE COMMUNITY DEVELOPMENT CODE AND RULES OF PROCEDURE ADOPTED BY THE TIGARD CITY COUNCIL AND AVAILABLE AT CITY HALL.

ANYONE WISHING TO PRESENT WRITTEN TESTIMONY ON THIS PROPOSED ACTION MAY DO SO IN WRITING PRIOR TO OR AT THE PUBLIC HEARING. ORAL TESTIMONY MAY BE PRESENTED AT THE PUBLIC HEARING. AT THE PUBLIC HEARING, THE CITY COUNCIL WILL RECEIVE A STAFF REPORT PRESENTATION FROM THE CITY PLANNER, OPEN THE PUBLIC HEARING, AND INVITE BOTH ORAL AND WRITTEN TESTIMONY. THE CITY COUNCIL MAY CONTINUE THE PUBLIC HEARING TO ANOTHER MEETING TO OBTAIN ADDITIONAL INFORMATION, OR CLOSE THE PUBLIC HEARING AND TAKE ACTION ON THE APPLICATION.

ALL DOCUMENTS AND APPLICABLE CRITERIA IN THE ABOVE-NOTED FILE ARE AVAILABLE FOR INSPECTION AT NO COST OR COPIES CAN BE OBTAINED FOR TWENTY-FIVE CENTS (25¢) PER PAGE, OR THE CURRENT RATE CHARGED FOR COPIES AT THE TIME OF THE REQUEST. IF YOU WANT TO INSPECT THE FILE, PLEASE CALL AND MAKE AN APPOINTMENT WITH EITHER THE PROJECT PLANNER OR THE PLANNING TECHNICIANS. AT LEAST FIFTEEN (15) DAYS PRIOR TO THE HEARING, A COPY OF THE STAFF REPORT WILL BE AVAILABLE FOR INSPECTION AT NO COST, OR A COPY CAN BE OBTAINED FOR TWENTY-FIVE CENTS (25¢) PER PAGE, OR THE CURRENT RATE CHARGED FOR COPIES AT THE TIME OF THE REQUEST.

[illegible]

# Tigard Downtown Streetscape Plan

## Planning Commission



August 7, 2006



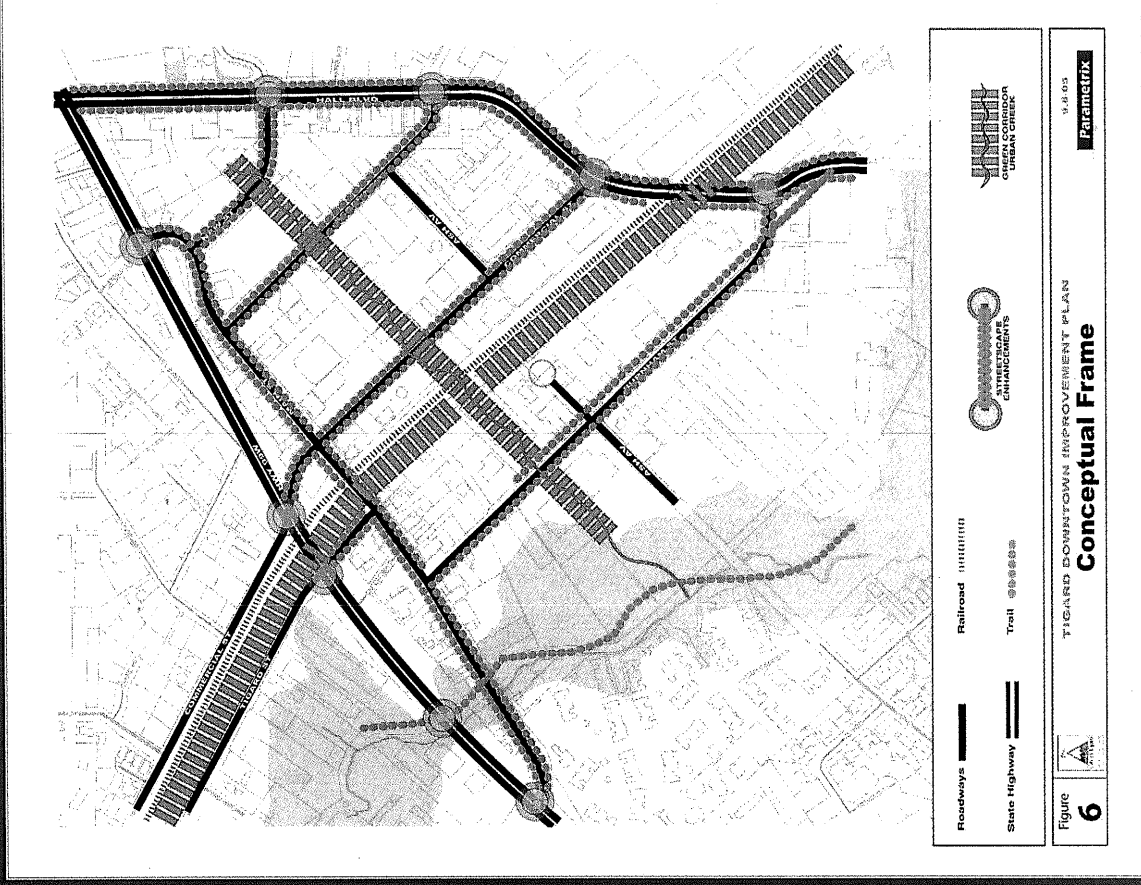
# Downtown Streetscape Design Plan

- Catalyst Project
- Design Framework
- Concept Plans
- Near-Term and Long-Term Improvements

# Tigard Downtown Improvements Plan

## Great Ideas

- Urban Village
- Green Heart
- Sustainability



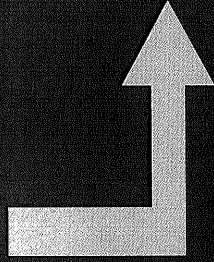
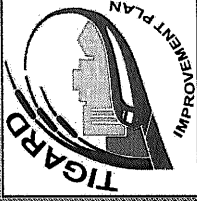


# From Vision to Construction

## Vision

### Tigard Downtown Improvement Plan

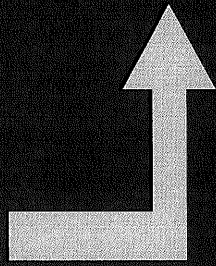
- Guiding Principles
- Great Ideas
- Catalyst Projects



## Conceptual Design

### Downtown Streetscape Design Plan

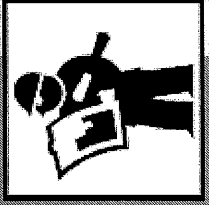
- Framework Plan
- Dimensions & Configuration
- Tool Kit Options
- Phasing & Cost Estimates



## Implementation

### Final Engineering and Specifications

- Street and Public Space Engineering
- Funding Sources
- Right-of-Way Acquisition
- Construction



# From Vision to Construction

## *Downtown Streetscape Design Plan*

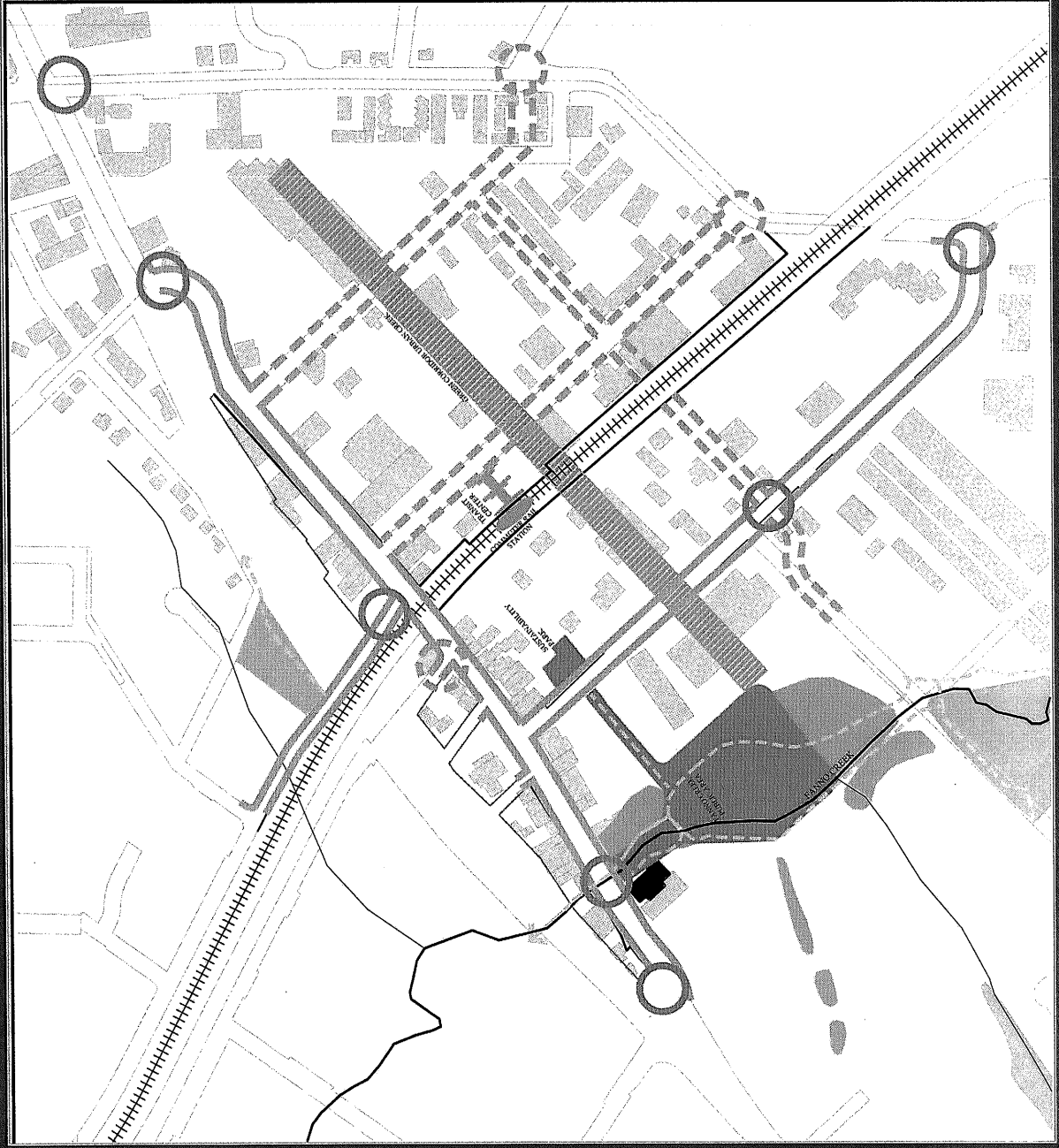
*January - August 2006*

Streetscape Working Group  
City Center Development Agency  
City Center Advisory Committee  
Public Open House

- Transportation Analysis
- Framework Planning
- Street
- Conceptual Design
- Main, Burnham, and West Commercial Streets
- Gateways and Public Spaces Design
- Green Street Guidelines
- Phasing and Costs
- Commuter Rail
- Station Improvements
- Final Report



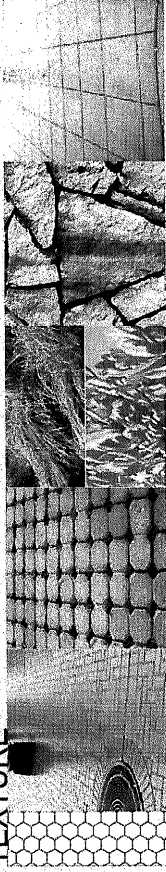
# The Framework



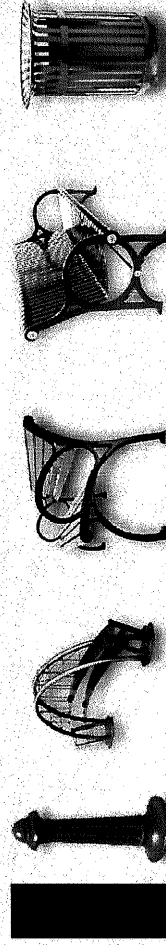
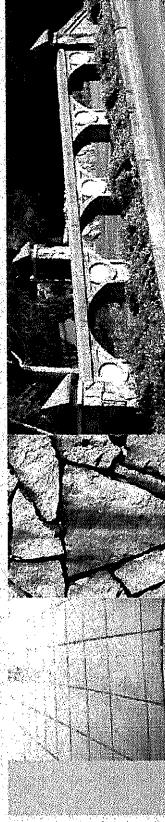
DRAFT

# UNIFYING ELEMENTS

## TEXTURE



## COLOR and FORM



**KEY THEMES** Unifying elements for downtown streetscapes, gateways and public spaces are intended to express the themes of an urban village and a "green heart". The emphasis on one theme over another may vary from street to street, gateway to gateway and among the key public spaces. However, a unifying palette of textures, colors and forms suggests a "family of places" and the visual interest found in diversity of design.

**TEXTURE** Texture can be a unifying element through a simple and consistent palette of materials for paving, walls, columns and railings. The materials may be used in varying combinations as part of streetscape and gateway designs.

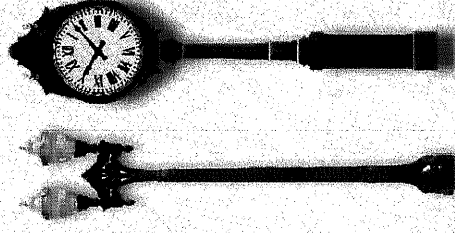
Material	Application
Scored concrete	Sidewalks, crosswalks, gateways
Pervious concrete	Sidewalks, gateways, public spaces
Concrete pavers	Sidewalks, gateways, public spaces
Stone	Gateways, public spaces (esp. Fanno Creek)
Compacted gravels	Public spaces (especially Fanno Creek) and Gateways
Decorative metals	Bridge/overlook railings, barrier fencing, Street furnishings

**COLOR** Color is a visually unifying element linked to textural materials. Colors tie together spaces separated by distance and function. Black is recommended as a unifying color for streetscape furnishings and decorative railings. Complementary colors of grays and reds/oranges can be found in the selection of sidewalk/gateway paving, gateway columns, walls and naturalistic stone work utilizing locally available basalt or similar.

**PLANT MATERIALS** are an important color and textural element as well, providing the unifying appearance of green (especially in the street tree canopy) and seasonal change through flowers, fall foliage and colorful winter stems and branches.

**FORM** Form can provide both visually unity and interesting visual distinction. Form, along with color and texture, provides a sense of orientation for downtown and become visible landmarks. The preferred form for downtown is the "classic" or "traditional" style, particularly with regard to streetscape furnishings. However, more naturalistic forms may also be appropriate at gateways or within the public spaces.

**PUBLIC ART** - Public is an opportunity to explore the use of key textures, complementary textures not found in other streetscape or gateway elements and provide enjoyable elements of surprise in form or interpretation of the street.



## Downtown Streetscape Plan

City of

TIGARD

Clark, 4-13-06

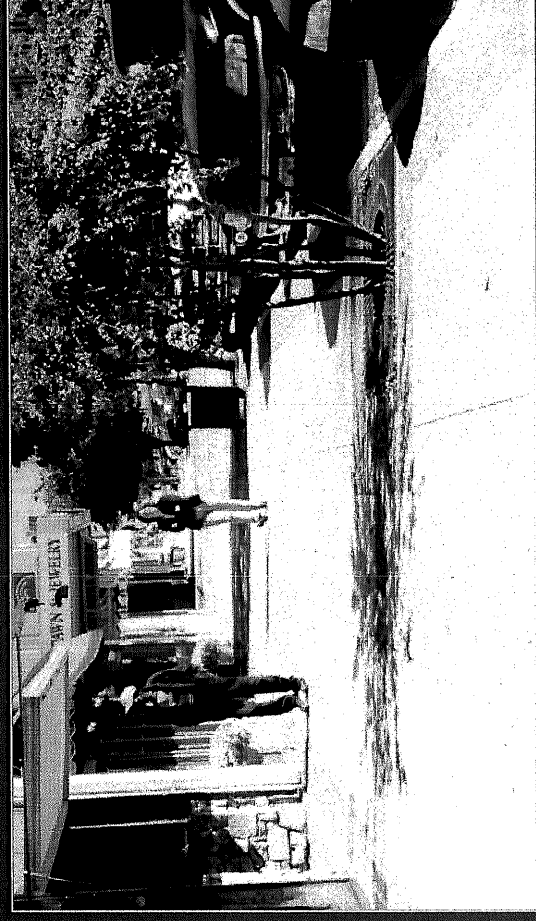
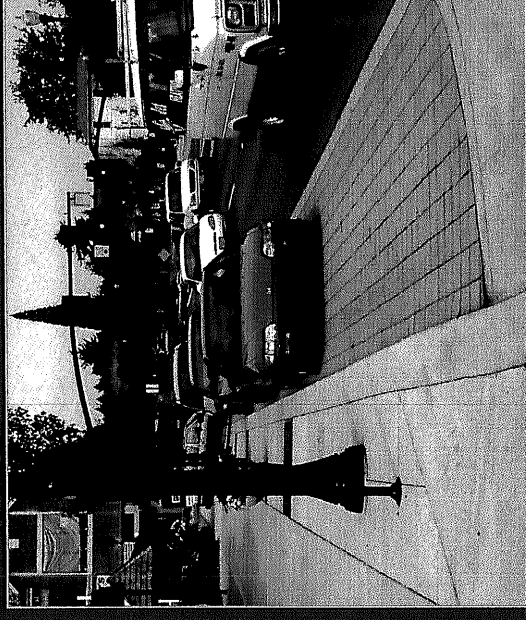


# Framework Plan

## *Theme as Functional Design*

### Safety, Comfort, and Access

- Pedestrian Environment
- Walkability
- Bike Travel
- Access to Transit
- On-Street Parking
- Traffic Calming

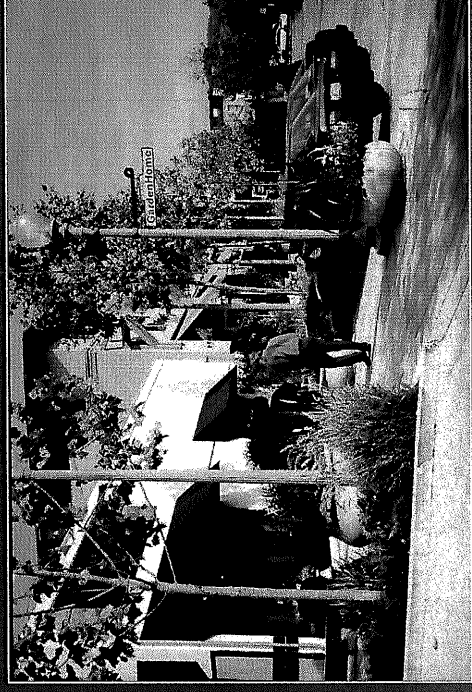


# Framework Plan

## *Theme as Green Heart*

### Green Heart, Green Connections

- Trees and Landscaping
- Connections to Public Spaces
- Connections to Fanno Creek
- Sustainability
- Public Art



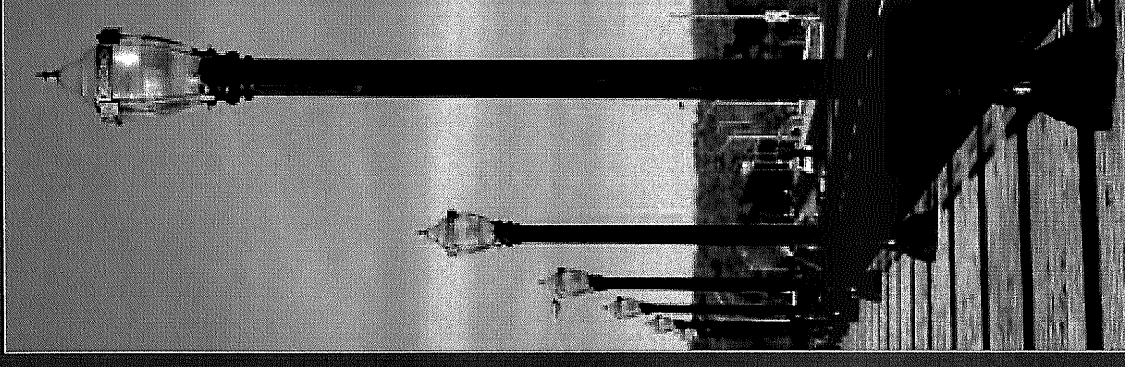
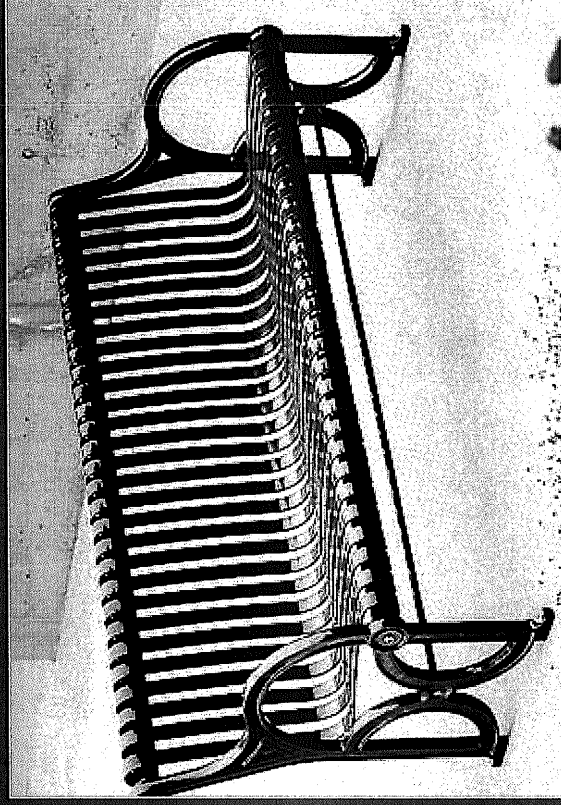


# Framework Plan

## *Theme as “Artistic” Representation*

### Style or Historic Period

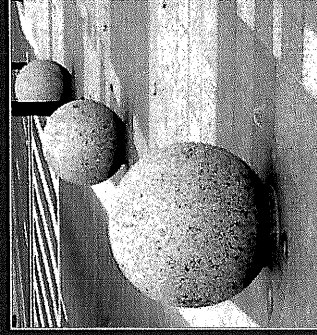
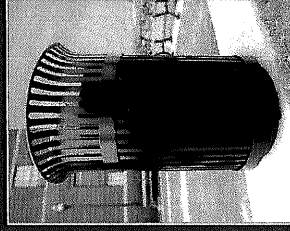
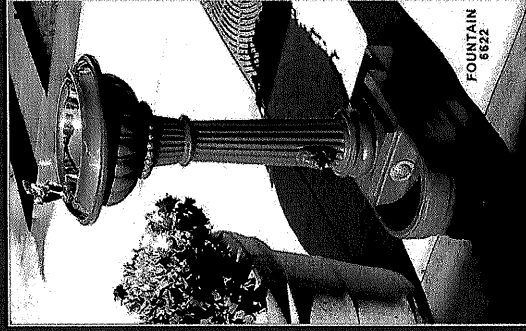
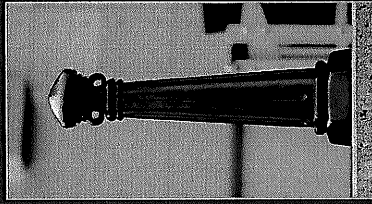
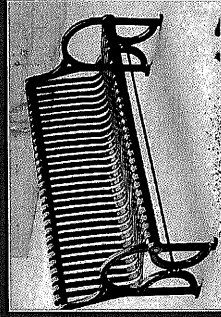
- Street Lighting
- Street Furnishings
- Sidewalk Paving
- Public Art





# Theme as “Artistic” Representation

## Classical Style



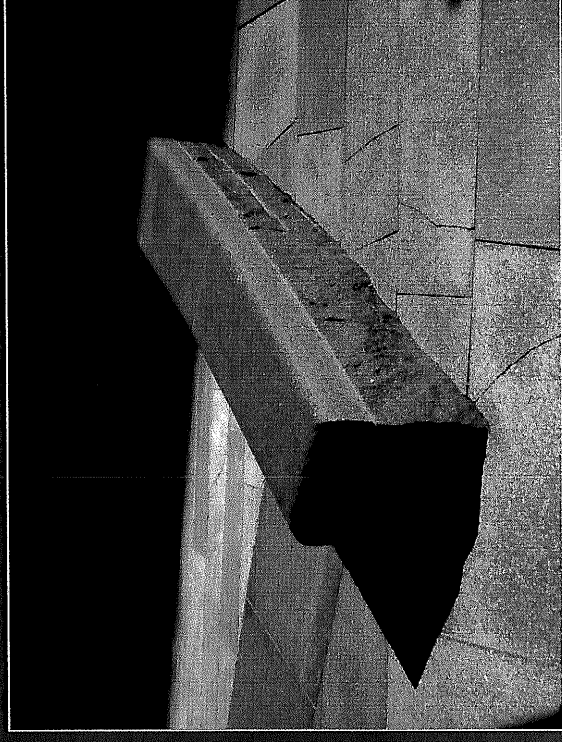
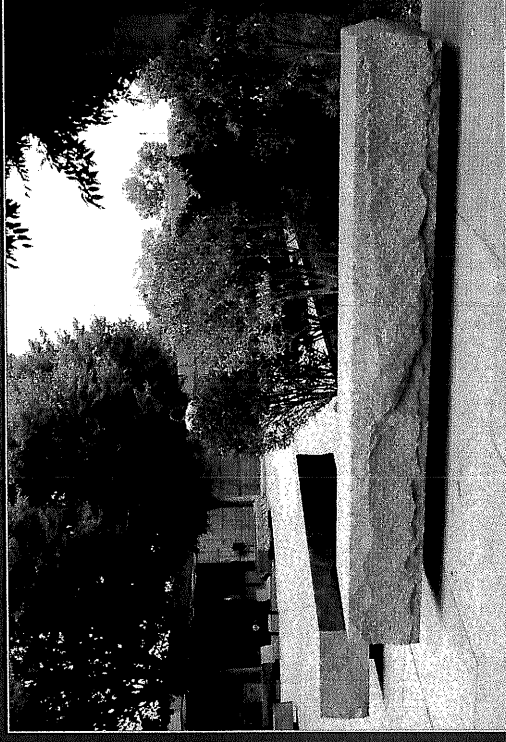
## Contemporary/Art



# Theme as “Artistic” Representation

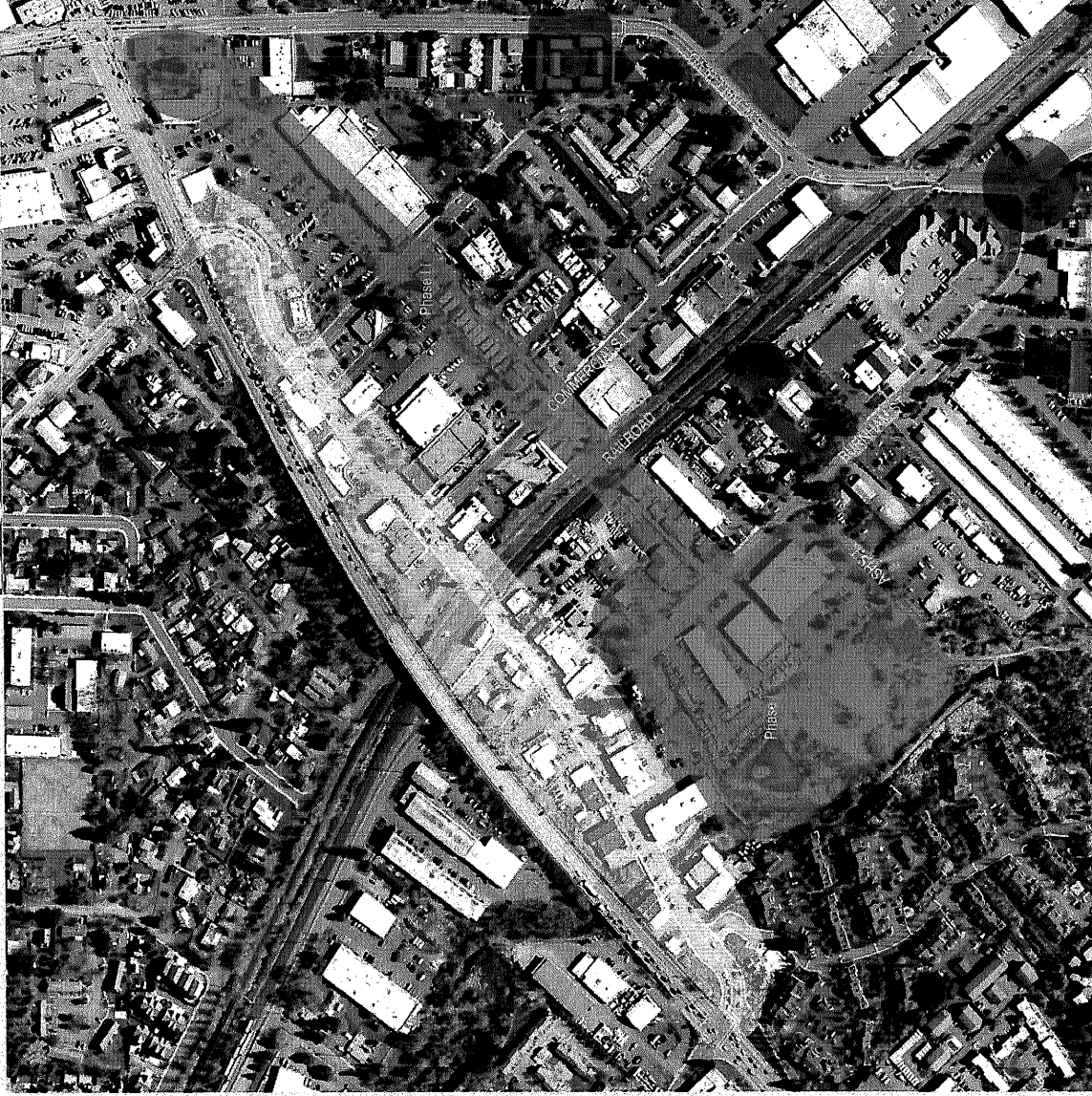
## Naturalistic Style

- Fanno Creek
- Public Open Spaces
- Some Gateway Use



# Design Framework

## DOWNTOWN ART PLAN



### CIVIC ART

- Large scale gateway artwork or water feature visible from a car
- Reinforce Hunziker intersection realignment
- Reinforce civic themes like governance or history

### MAIN STREET ART

- Mark 99W with sculpture or water feature to invite travelers on to Main Street
- Commuter rail station: clock tower or vertical artwork visible from 99W
- Art Walk: smaller scale sculpture along Main Street
- Enhance functional elements to enrich pedestrian experience

### GREEN HEART ART

- Art with natural materials and themes to draw connection to Fanno Creek
- Environmental themes create and support education and stewardship
- Art that creates habitat, engages all ages, and can be interactive
- Water feature can create a visual link to Fanno Creek
- Art supports creation of public spaces for events
- Demonstration garden to model "green" practices and enrich pedestrian experience

DRAFT

## Downtown Streetscape Plan

City of

TIGARD




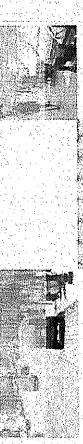



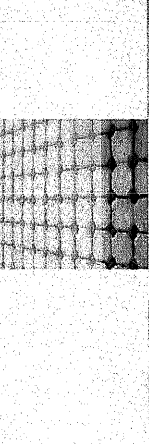







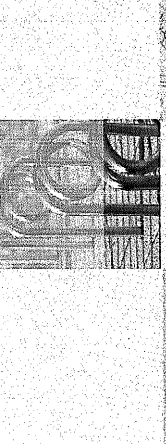








Octak, 4-13-06



# Street Design Concepts

Street Design Concept

## STREET DESIGN MATRIX

	MAIN ST.	BURNHAM ST.	LOCAL ST.	
<b>ON-STREET PARKING</b> Parallel parking Angled Parking				
<b>SIDEWALKS</b> Sidewalk width as an objective Outdoor seating/conversation Retail focus/window shopping Distinctive paving Curbless design options				
<b>SIDEWALK FURNISHINGS</b> High level of furnishings Complementary to rail station Historical character Bike racks Benches Drinking fountains Trash receptacles Bollards, trees grates, decorative drain covers, etc.				
<b>LIGHTING</b> Pedestrian scale (15' or less) Classic/Traditional Style Option for hanging baskets/banners Special needs for performing arts center Accent lighting for art/public spaces				
<b>LANDSCAPING</b> Deciduous trees/canopy Native species Median tree planting Planters and window boxes Green street strategies				
<b>PUBLIC ART/COMMUNICATION</b> Wayfinding system Information/Exhibits Performances/Events Reflect broad downtown themes				

Recommended  
Optional  
Not Required

Downtown Streetscape Plan

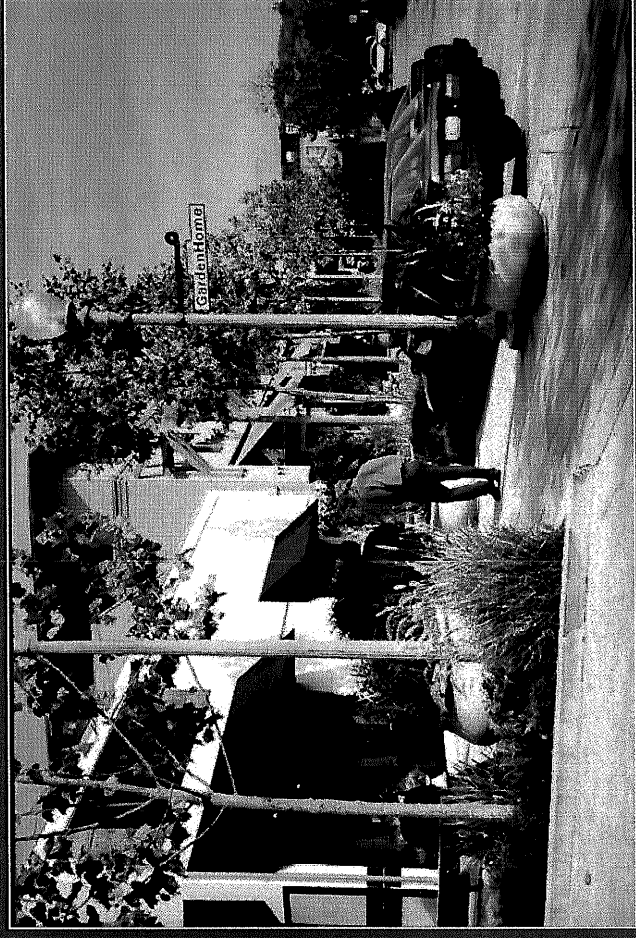
City of

October - July, 2006

TIGARD

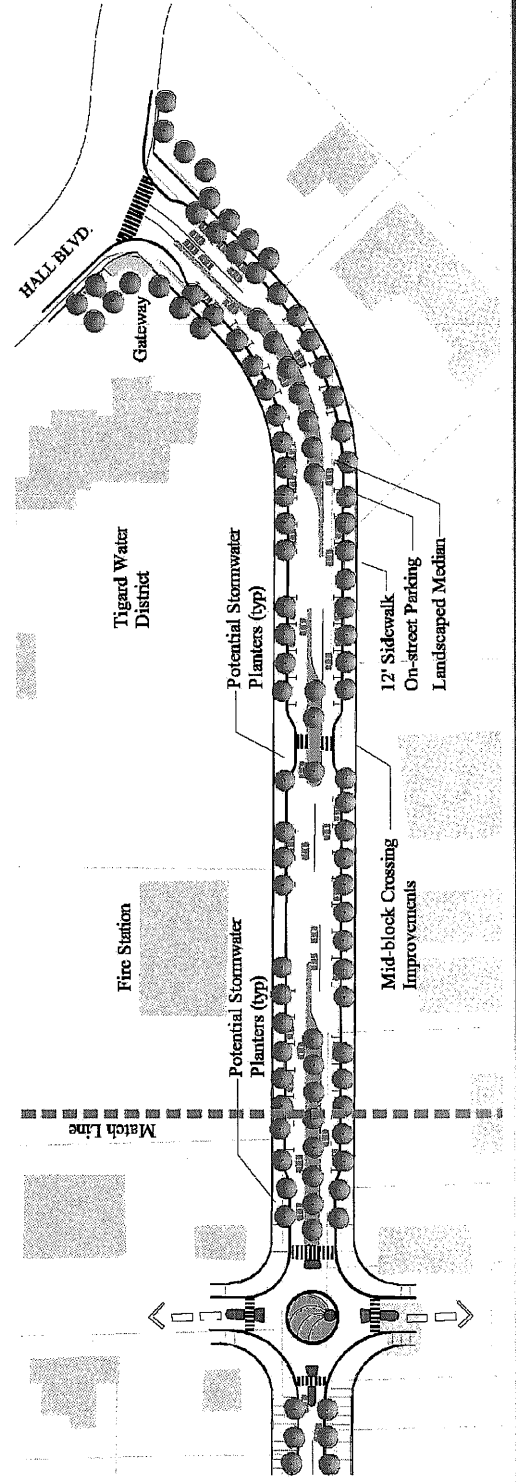
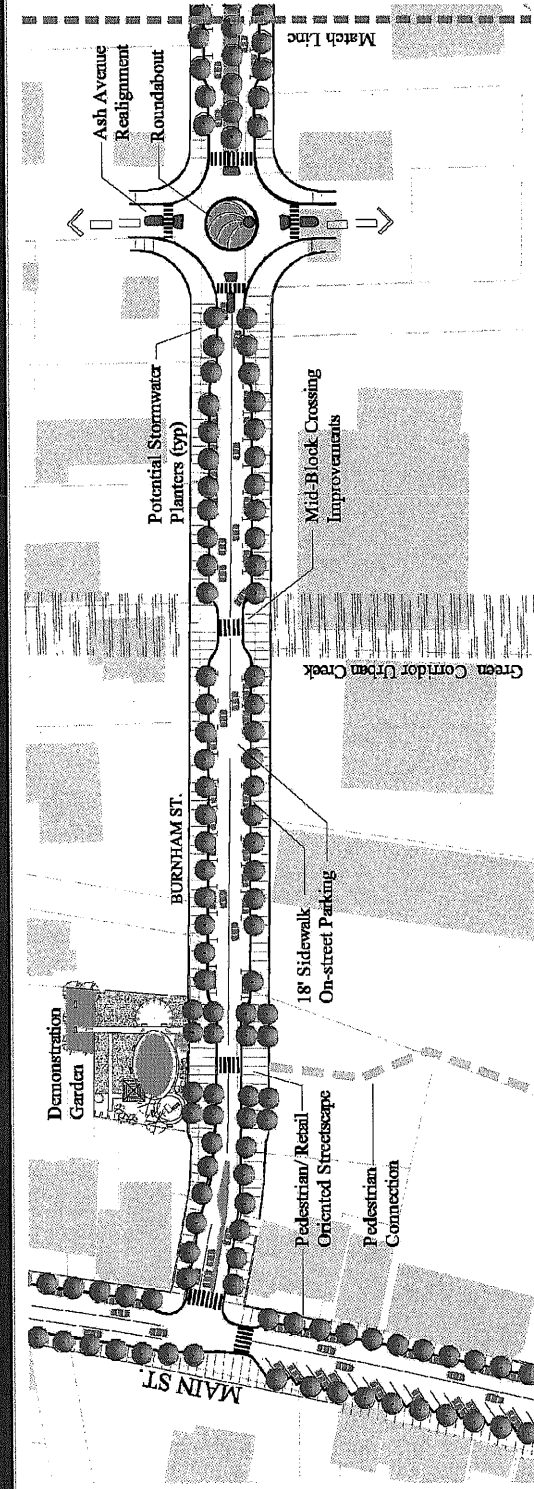
# Street Design Concepts

- Main Street – Village Street
- Burnham Street – Green Street
- West Commercial Street – Gateway Street



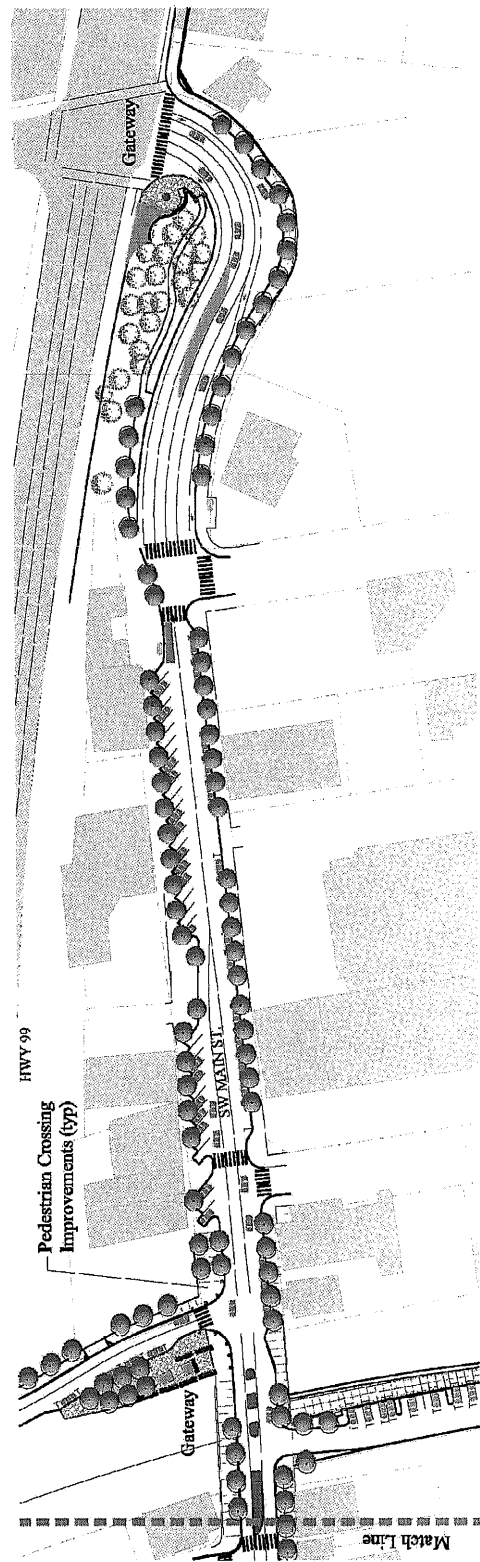
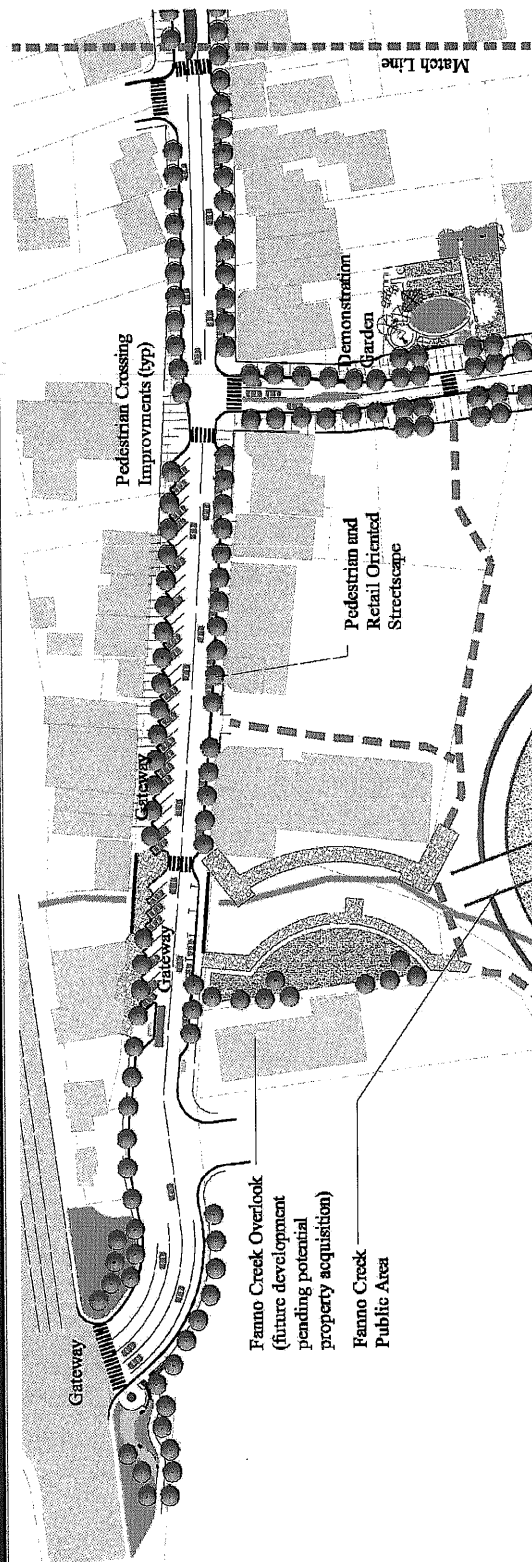


# Street Design Concepts Burnham Green Street

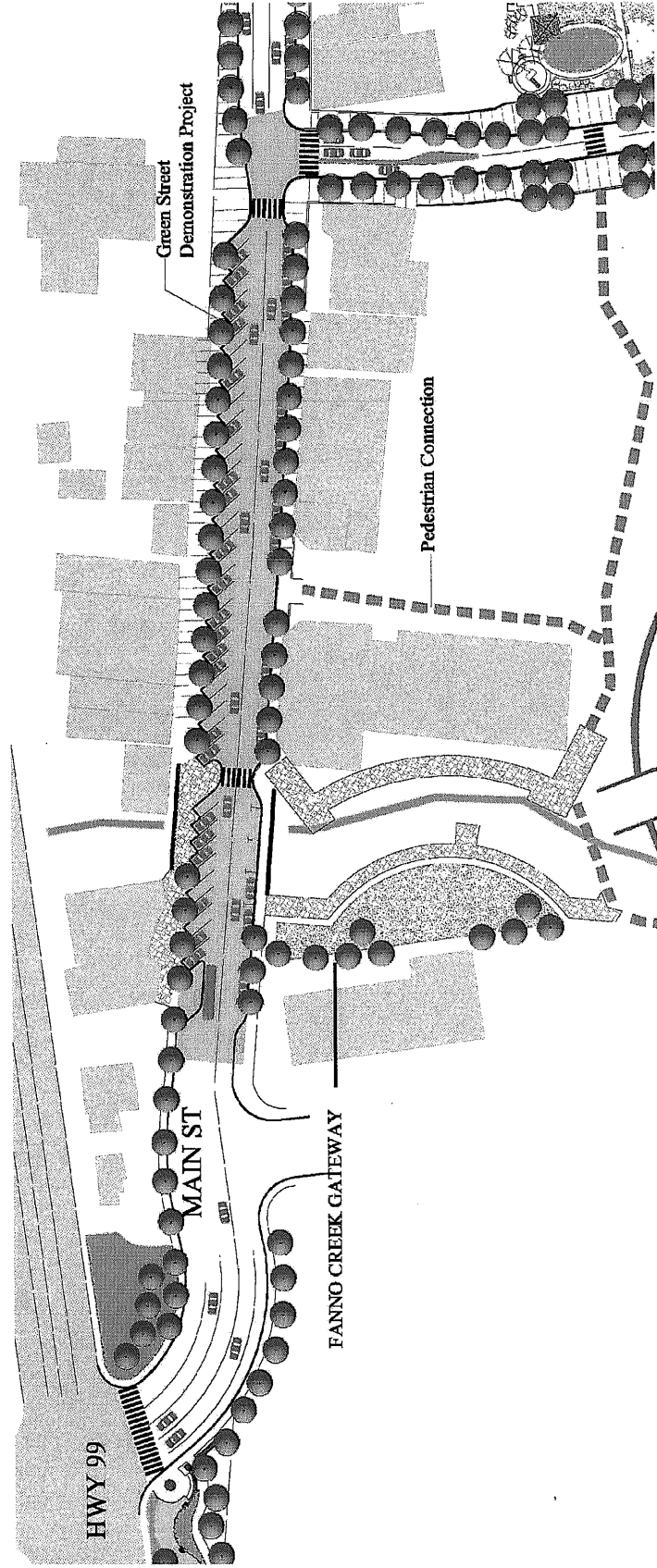


# Street Design Concepts

## Main Street



# Street Design Concepts *Main Green Street*





# Street Design Concepts Green Streets

## Street Design Concept

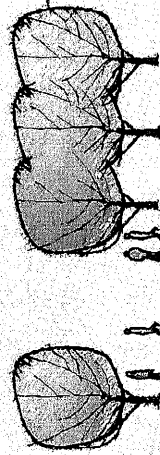
### GREEN STREETS

MAIN ST BURNHAM ST LOCAL ST

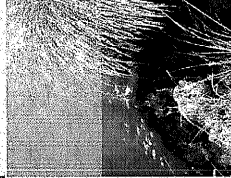
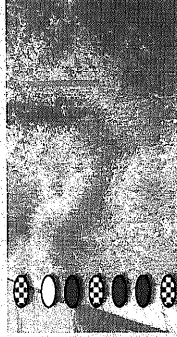
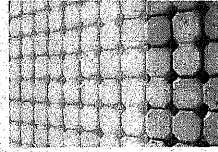
**CURB TO CURB**  
Landscaped Median  
Permeable Roadway Paving\*  
Tree Canopy (shade & stormwater)  
Light Colors (crosswalks)  
Native Vegetation

**BACK OF CURB**  
Permeable Sidewalk Paving\*  
Flow-through Sidewalk Planters  
Flow-through Curb Extension Planters  
Tree Wells  
Light Colors (sidewalks & plazas)  
Tree Canopy (shade & stormwater)  
Native Vegetation

\*Permeable paving performs best where soil types typically have good infiltration characteristics. Subgrade modification with sub-drains or open-graded gravel reservoirs can compensate for poor infiltration for permeable



Recommended  
Optional  
Not Recommended



**Definition**  
A Green Street is a collector or residential street within the downtown area. The street right-of-way dimensions may vary from street to street or from block to block. What will distinguish these streets from other streets is the opportunity to consider the entire right-of-way for operational and design treatments emphasizing the key elements of a Green Street.

**Purpose**  
Green Streets are an important opportunity to reinforce themes of Tigard Downtown Improvements Plan such as "green heart" and "green connections." Complementary objectives might include:

- Reflect community desire for a sustainable relationship between natural systems and the urban environment
- Create an environment attractive to pedestrians
- Preserve a sense of open space in an increasingly developed environment
- Identify opportunities for an integrated demonstration project for green design — street, site and building.

**Key Elements**  
Green Street elements are not limited to techniques for management of stormwater within the street right-of-way. In fact there may be existing or future streets with limited opportunities for innovative stormwater management. Those streetscapes can still be targeted for key elements of a Green Street:

- Safe and appealing pedestrian environment
- Multimodal travel choices
- Maximizing opportunities for trees and landscaping
- Visual and physical connections to public and open spaces
- Save what is special or unique

## Downtown Streetscape Plan

City of **TIGARD**  
OAK JULY 2006



# Street Design Concept

## BETWEEN CURBS BEHIND CURBS

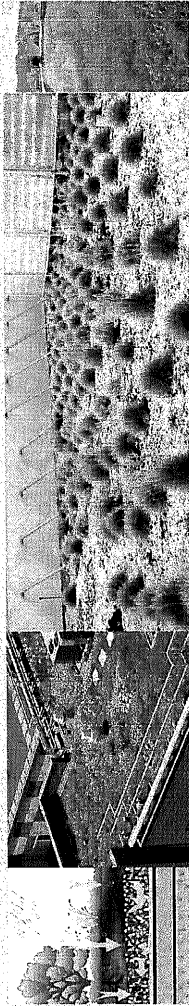
## HOW IT WORKS

## APPLICATION

Green/Vegetated/Eco Roof

On top of structures within the right-of-way, such as covered bus shelters or benches, above ground utility enclosures, or awnings that extend into the right-of-way.

A series of layers is built onto the roofs. The top most layer consists of low growing vegetation that can store water in its leaves and roots, absorbing up to 70% of the stormwater that falls onto the roof.



## Rainwater Harvesting

Capture and re-use of stormwater runoff for landscape irrigation in the right-of-way. Runoff captured from surfaces within the right-of-way. Runoff collected from the roof of an adjacent public (or private) building would be cleaner and may be more feasible for re-use.

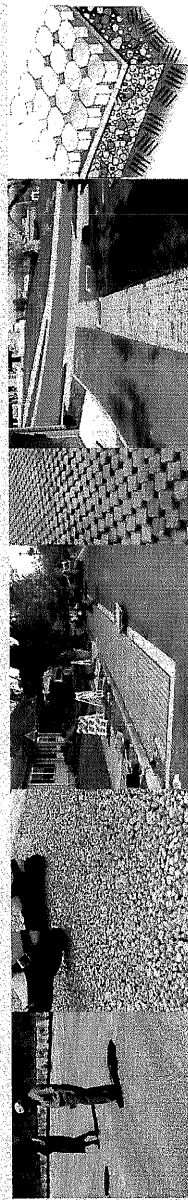
Collect runoff and convey it to a storage facility during the wet season to be re-used for irrigation during the dry season. Harvested water can also be re-used for non-potable purposes in a building.



## Permeable Paving

Nearly all impermeable surfaces within the right-of-way could be constructed using a permeable paving materials such as permeable asphalt, permeable concrete, or paving blocks. In the Portland Metro area, this is commonly being applied to sidewalks, parking lanes, and parking lots.

Pores created in the paving system allow water to pass through the surface to the subgrade and promote infiltration. Depth of subgrade material depends on needs for stormwater storage. Overflow conveyance systems can be used to reduce depth of subgrade.



# Downtown Streetscape Plan

Q:ak July 2006

City of  
GARDEN  
Otak, July, 2006

Street Design Concept  
BURNHAM: GREEN STREET PLAN

# BURNHAM: GREEN STREET PLAN

### Near the Source

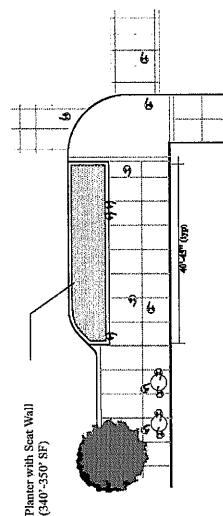
Near the source, sustainable stormwater management practices in the Green Street watershed have become increasingly popular in the past 5-10 years. Green Street stormwater management facilities control runoff and associated pollutants near the source. Management of runoff near the source allows for smaller facilities that manage smaller runoff volumes and smaller pollutant loads. Collectively, they can provide great benefit to the management of stormwater runoff in an urban area.

## Multi-functional Streetscape

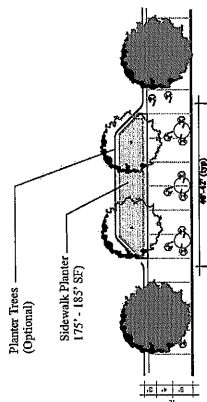
Stormwater management facilities can occur in medians, parking lanes, travel lanes, sidewalks, tree wells or underground. Green Streets can and should become a familiar part of the urban landscape. They provide opportunities to appreciate and interact with the hydrological cycle. As with streets themselves, these facilities need not be regarded as unattractive, but as functional infrastructure.

## Increased Habitat and Human Interaction with Nature

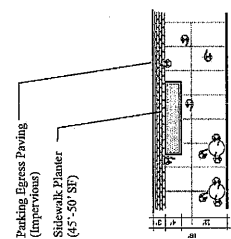
Habitat for animals and insects is limited in urban environments. From tree canopy to stormwater facilities, Green Streets can provide vegetation that beneficially contributes to that habitat, increasing opportunities for human interaction with nature and our surrounding landscape.



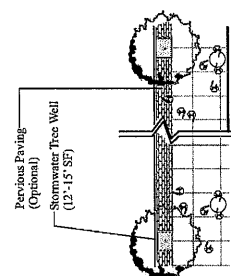
FLOW THROUGH CURB EXTENSION PLANTER



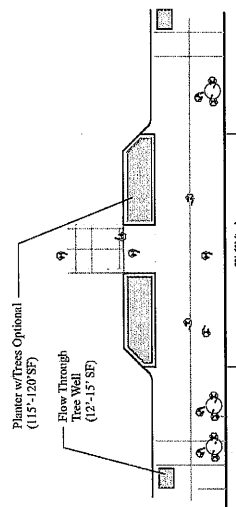
### FLOW THROUGH CURB EXTENSION PLANTER



### FLOW THROUGH SIDEWALK PLANTERS



FLOW THROUGH  
TREE WELLS



## PLANTER AND TREE WELL COMBINATION

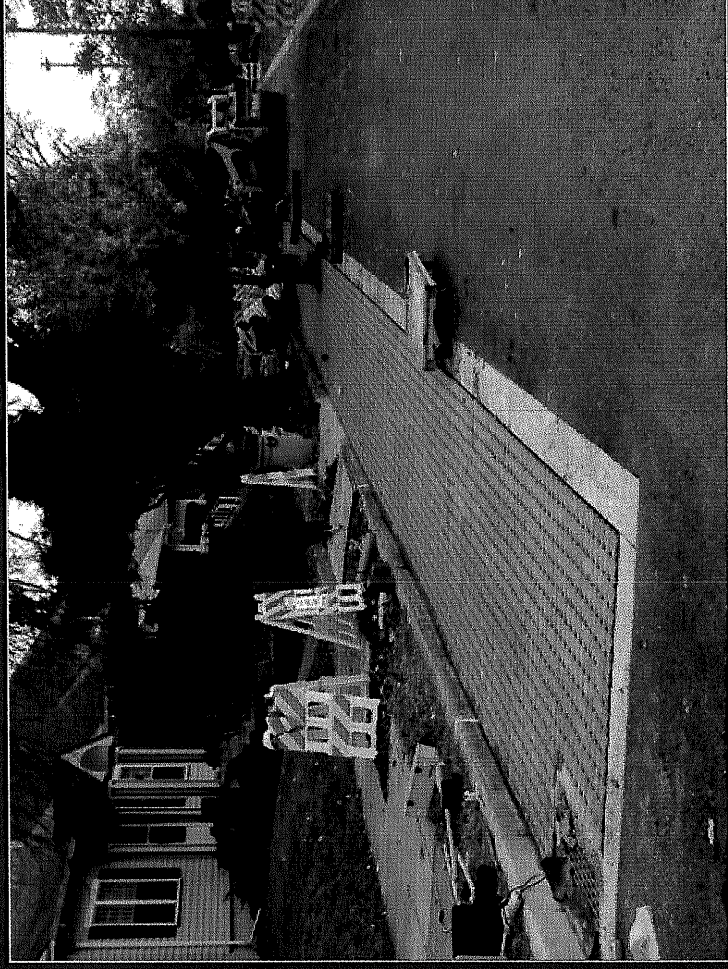
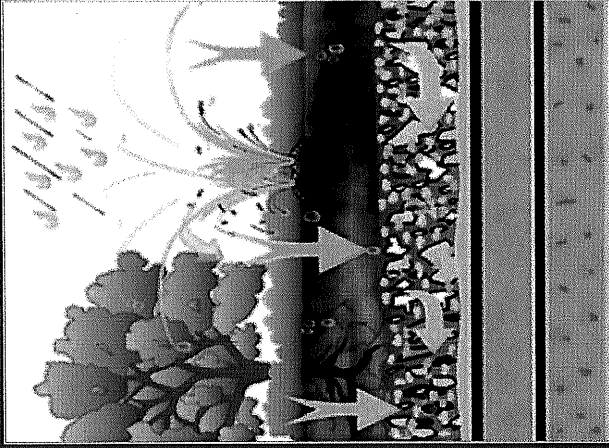
**Downtown Streetscape Plan**  
City of **TIKARD**  
Otak, July, 2006

DRAFT: 7-17-06

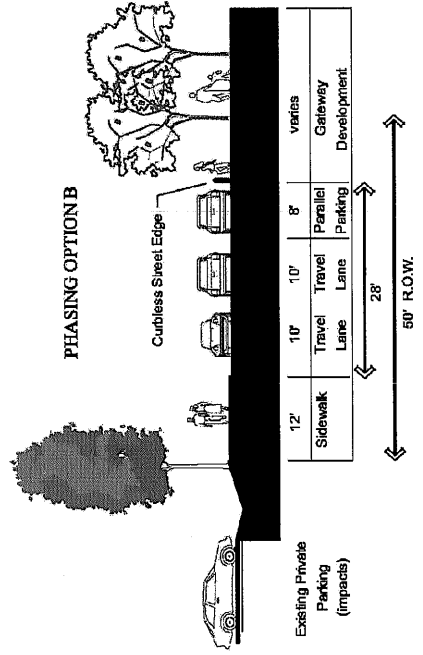
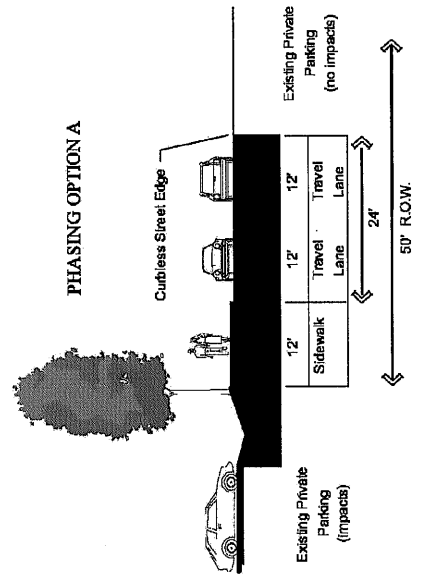
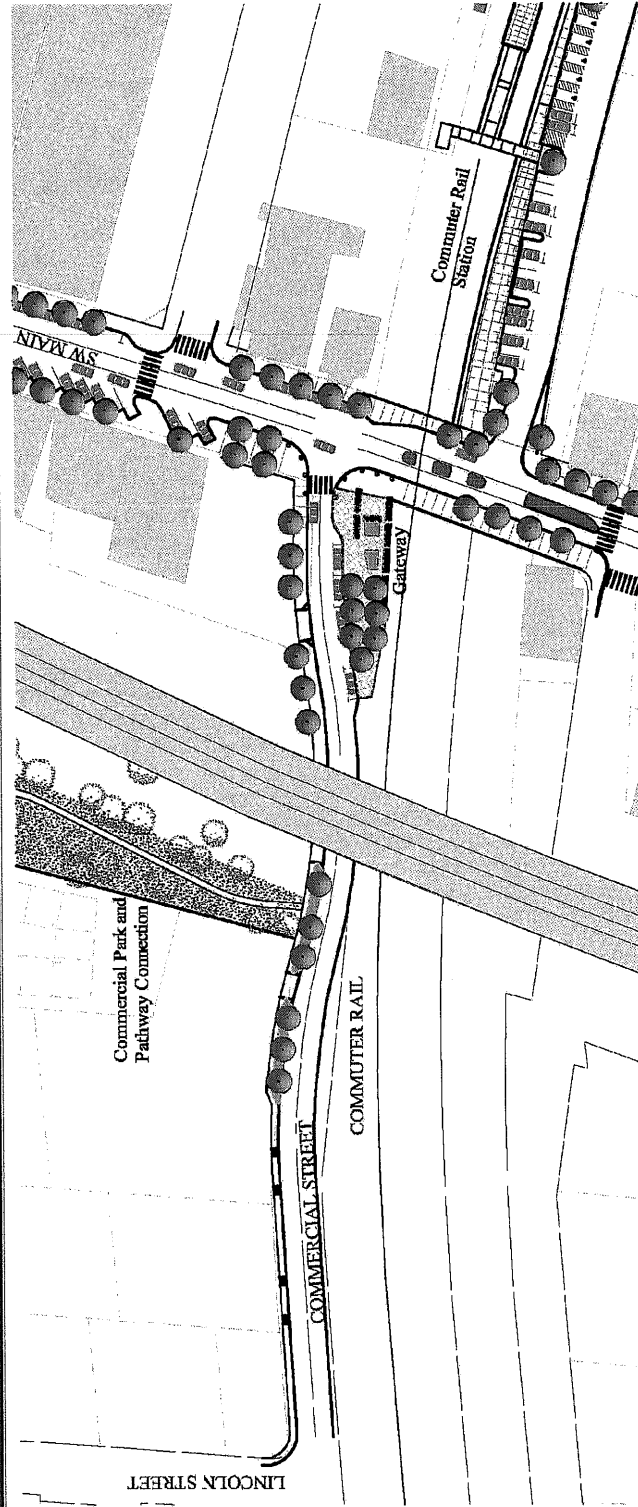


# Street Design Concepts

## *Green Streets*



# Street Design Concepts West Commercial Street

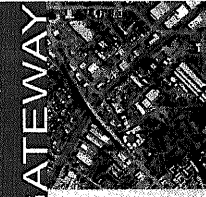
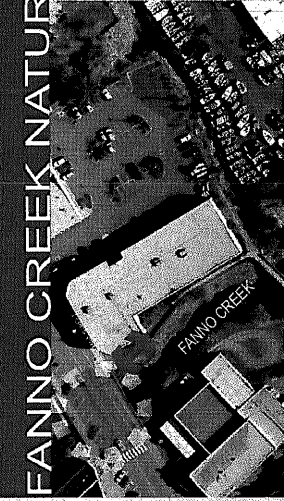




# Gateways/Public Spaces Fanno Creek

## Gateways and Public Spaces

### FANNO CREEK NATURALISTIC GATEWAY



DOWNTOWN TIGARD

#### Project Description

Enhance visual character of the existing Fanno Creek Bridge as a downtown landmark and gateway into downtown. Bridge improvements can be combined with an improved pedestrian crossing for Main Street and other streetscape improvements to encourage pedestrian walking along Main Street with the bridge and creek as destination. Viewing opportunities should be from both sides of the bridge.

#### Key Features

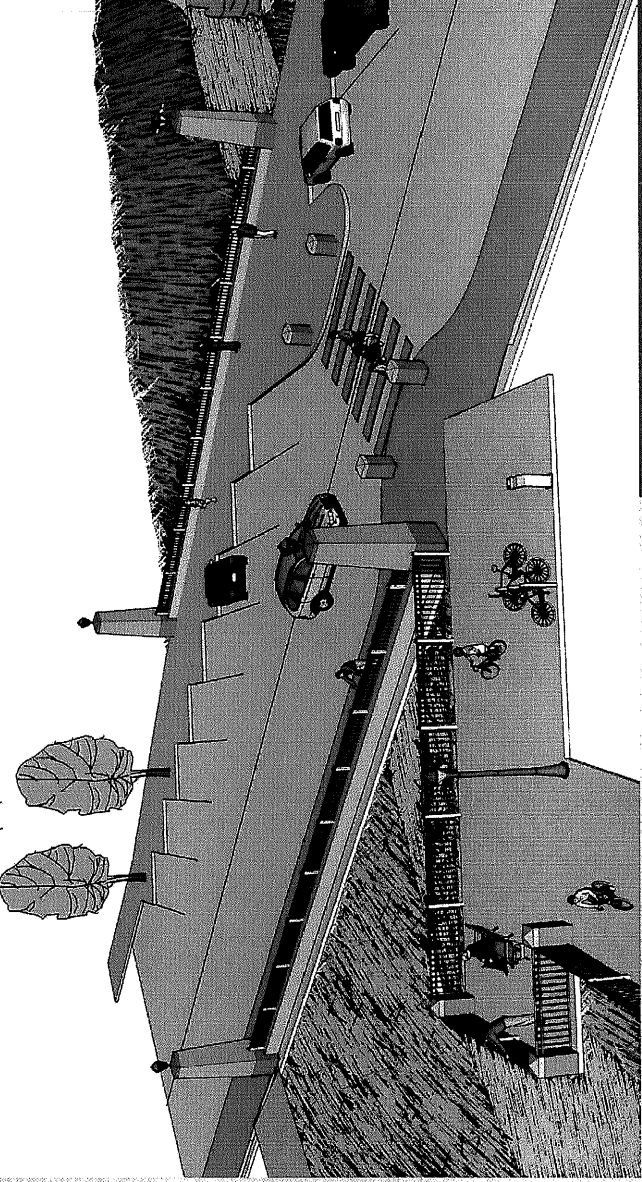
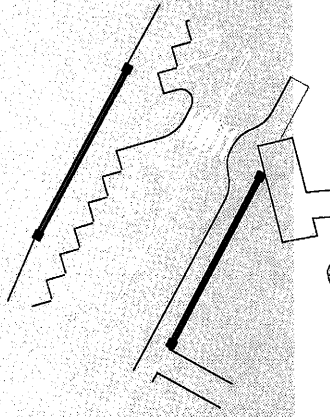
##### Bridge Enhancements:

- Obelisks or columns at bridge ends
- Decorative iron bridge railing to replace existing open railing
- Distinctive sidewalk paving such as a flagstone or angular basalt
- Marked pedestrian crosswalk with natural stone bollards

##### Pathway/Overlook Enhancements:

- Cantilevered overlooks with decorative iron railings
- Distinctive pathway paving such as a flagstone or angular basalt
- Interpretive signage

Note: Rough textured concrete would be an alternative paving material for pathway and overlook. Since this is part of a regional trail system, compacted gravels or other soft surface materials are not recommended.



DRAFT: 6/30/06

## Downtown Streetscape Plan

City of

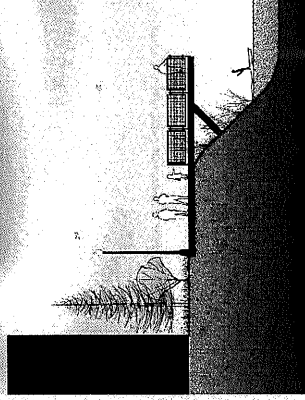
TIGARD

Orisk, July, 2006

# Gateways/Public Spaces Fanno Creek

## Gateways and Public Spaces

### FANNO CREEK NATURALISTIC GATEWAY



#### Project Description (continued)

Enhance the landscape and habitat characteristics of Fanno Creek as a downtown natural resource to be celebrated and cared for. Bank restoration will be a key aspect of resource care. Restoration should include eradication and control of invasive plant species, and native plantings, which will provide shaded areas for the creek, food for wildlife, and cover habitat above the waterline.

Additional open space for passive uses and viewing can be developed on the west side of the creek and will become a subordinate but complementary space for the Fanno Creek Public Area.

#### Key Features

- Disinctive pathway paving
- Cantilevered overlooks with decorative railings
- West bank open space
- Interpretive signage
- Public art

Note: Full development of the Fanno Creek Gateway concept requires property acquisition by the City.

Estimated Construction Budget:  
\$520,000 - \$550,000

DRAFT: 6/30/06

Downtown Streetscape Plan

City of

TIGARD

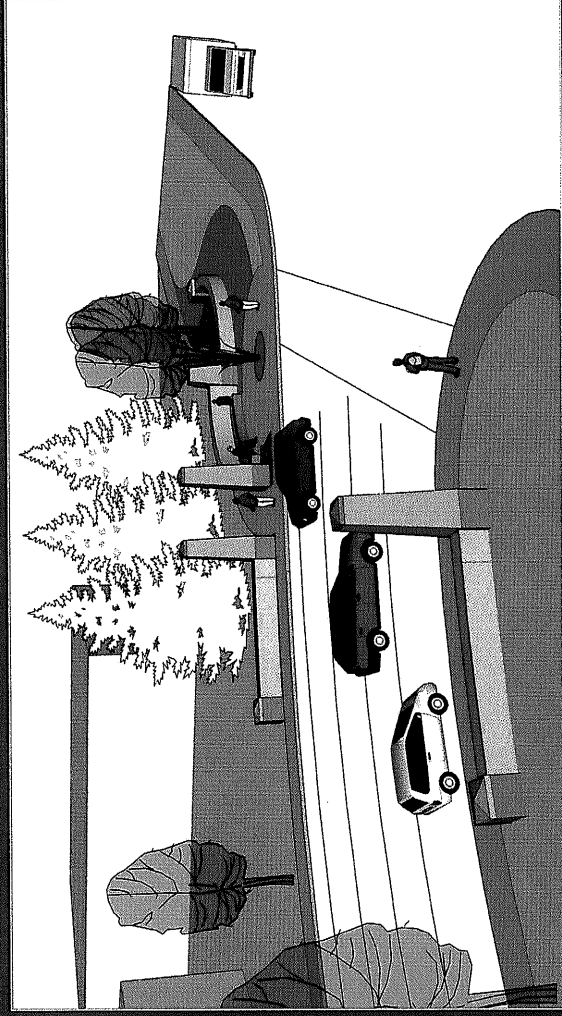
October, July, 2005



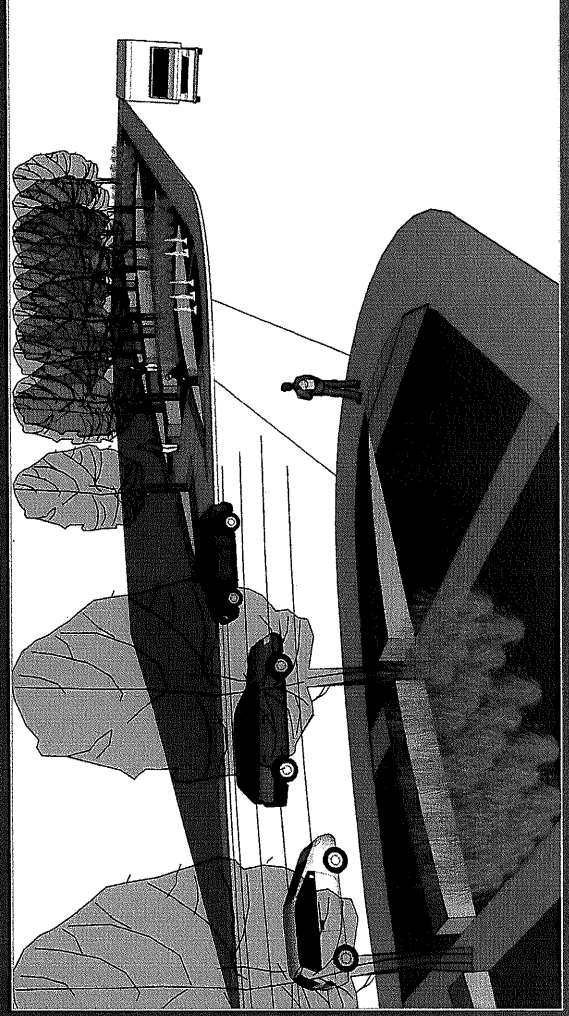
# Gateways/Public Spaces

## *Character Options*

Traditional Forms



Naturalistic Forms

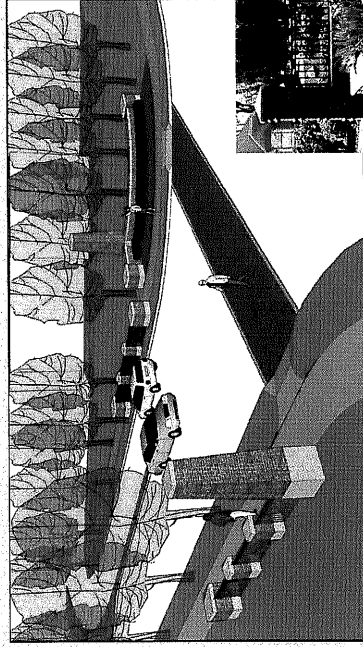


# Gateways/Public Spaces Hybrid Character

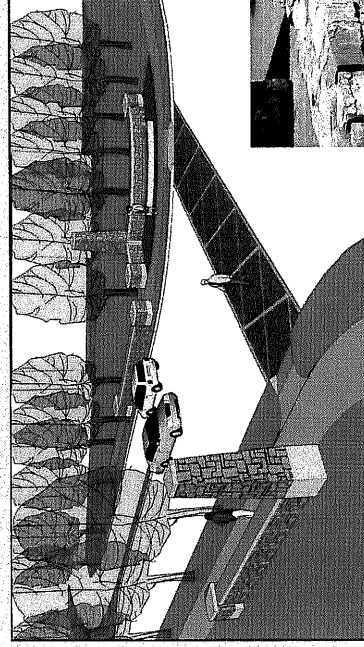
## Gateways and Public Spaces

### TRADITIONAL GATEWAYS: Varying the Materials

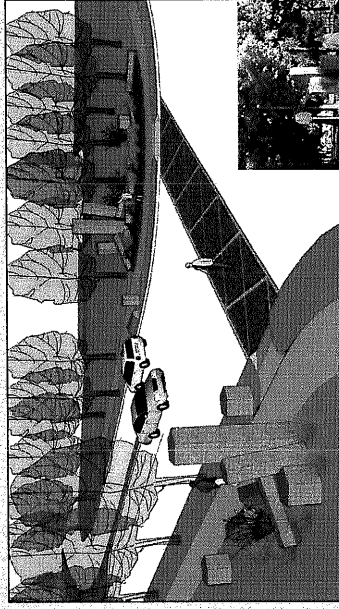
Choosing different materials from the Unifying Elements palette can alter the quality of the gateways, softening the forms, making them less heavy, more transparent or more irregular. The Unifying Elements palette is intended to be flexible and allow the kind of variety illustrated below to emerge in the final design.



Brick and Black Railing: Open railing replaces the masonry wall.



Stone Columns and Walls: Walls and column move toward naturalistic materials.



Columnar Basalt Stone: Naturalistic materials replace "bricks and mortar." Fundamental forms of columns and walls are still visible.



DRAFT: 6/30/06

Downtown Streetscape Plan

City of

TIGARD

Orak, July 2006



## WASHINGTON COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

## Portland Primary Metropolitan Statistical Area

## Low and Moderate Income Standards

Effective March, 2006

<u>Number of Persons in the Household</u>	<u>Moderate Income Household (80% of Median)</u>	<u>Low Income Household (50% of Median)</u>	<u>Extremely Low Income Household (30% of Median)</u>
1	\$38,000	\$23,750	\$14,250
2	\$43,450	\$27,150	\$16,300
3	\$48,900	\$30,550	\$18,350
4	\$54,300	\$33,950	\$20,350
5	\$58,650	\$36,650	\$22,000
6	\$63,000	\$39,400	\$23,650
7	\$67,350	\$42,100	\$25,250
8	\$71,700	\$44,800	\$26,900

# What is Affordable Housing in the Tri-County Area?

Information for Clackamas, Multnomah, & Washington Counties.

**Fair Market Rent (FMR) for Metropolitan Area: 1 BR/\$625 2 BR/\$723 3 BR/\$1,053 4 BR/\$1265**

	<u>One Person Household</u>			<u>Four Person Household</u>		
	Annual Income	Converted to Hourly Wage	What is Affordable	Annual Income	Converted to Hourly Wage	What is Affordable
<b>30 %</b>	\$14,250	\$6.85	\$356	\$20,350	\$9.58	\$501
<b>Median Family Income</b>	4/5 time fast food worker, 3/4 time child day care worker or 3/4 time parking lot attendant.			Full time personal and home care aide, painter/ wallpaper hanger or janitor.		
<b>50%</b>	\$23,750	\$11.42	\$594	\$33,950	\$16.32	\$835
<b>Median Family Income</b>	Full time retail salesperson, reservation/ticket agent or receptionist.			Full time construction laborer, meter reader or postal service mail sorter		
<b>80 %</b>	\$38,000	\$18.27	\$950	\$54,300	\$26.11	\$1,336
<b>Median Family Income</b>	Full time cement mason, advertising sales agent, paralegal or credit analyst.			Full time database manager, landscape architect, technical writer, or insurance salesperson.		
<b>100%</b>	\$47,550	\$22.86	\$1,189	\$67,900	\$32.64	\$1,671
<b>Median Family Income</b>	Full time medical lab technician, computer programmer, or insurance claims adjuster			Full time industrial engineer, human resource manager, police supervisor or software engineer		

Sources: City of Portland, Bureau of Housing and Community Development 2005 median family income (MFI) levels for Portland/Vancouver; Oregon Employment Department wage information, 2003

## Using This Information

Median Family Income (MFI) is a term used often in talking about housing. As a statistic, median refers to the middle number. So given 101 people, person number 51 would be the middle, or median. The median family income for Portland, then, indicates the amount of household income for the middle family among all the families in the city.

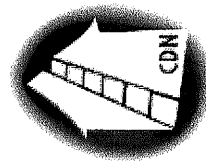
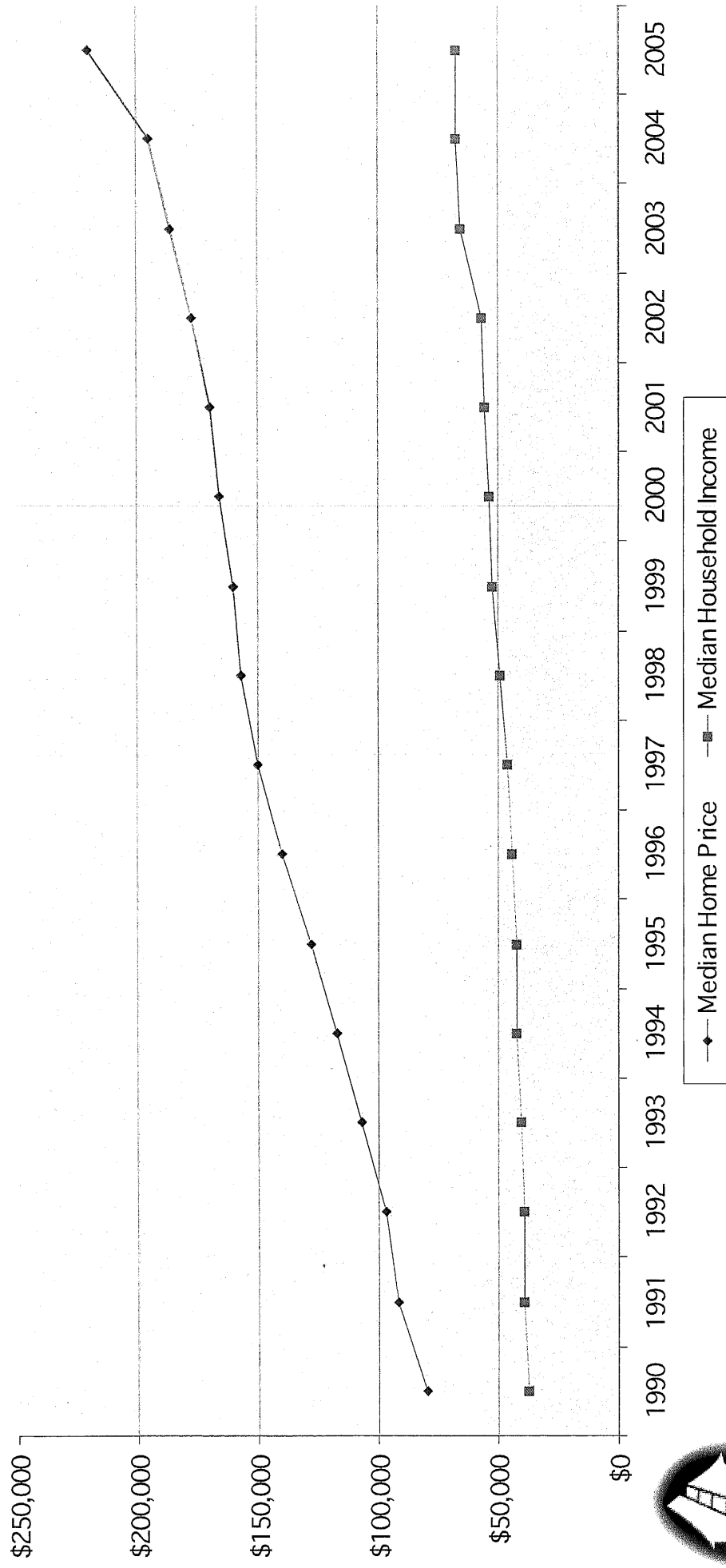
Hourly wage assumes 40 hours/week, 52 weeks/year. "What is affordable" figures are 30% of total income and should cover rent (or mortgages and taxes) plus utilities. The 30% of income standard of affordability is used by the Federal Department of Housing and Urban Development.



This information is supplied by Community Development Network and Portland Development Commission.

For more information contact Community Development Network.  
2627 NE MLK Jr. Blvd., Portland, OR 97212  
503-335-9884. [mike@cdnportland.org](mailto:mike@cdnportland.org)

Changes in Housing Prices vs. Household Income in the Portland Metro Region  
1990-2005



Source: US Dept. HUD, Regional Multiple Listing service as of April of each Year  
Note: Median income available for the Portland-Vancouver area only and based on a family of four.  
Median Home Price for 2005 is a year to date number. It will be updated in 2006.

Exhibit F

## Looking for an affordable place to live?

**At [www.HousingConnections.org](http://www.HousingConnections.org),  
it's easy to find up-to-date  
listings for affordable, accessible  
and special needs housing  
that you can rent or own.**

**Housing Connections** provides detailed, user-friendly information to help you find a place to live on one searchable website.

**Features include:**

- Descriptions
- Photos and floor plans
- Maps of nearby parks, grocery stores, transportation, etc.

**You can search for housing by:**

- Location
- Rent
- Availability
- Unit Size
- Accessibility

**Housing Connections** even lets you search for special criteria such as laundry facilities, playgrounds, places that accept pets, Section 8 Vouchers, Ready to Rent graduates and more.

**Housing Connections** includes both subsidized and private market housing throughout the Portland region, including Clackamas, Clark, Multnomah and Washington counties. And, you can find services that will help you get into or keep housing. You can also find affordable homes for sale.

Can't get online? You don't need to be a computer user to get the benefits of **Housing Connections**. Call 503.802.8562 to get housing information from **Housing Connections** over the phone or to find the location of a computer that you can use to search the website.

# **Affordable Housing Action Plan - City of Tigard**

## **Land Use Measures**

- Allowing accessory dwelling units
- An updated and streamlined development review process
- Reduced parking requirements for affordable housing projects

## **Non-Land Use Measures**

- Tax abatement for affordable housing
- A budget set-aside to reduce fees and charges imposed on affordable housing development
- Support for the sale or donation of tax foreclosed properties to non-profit housing providers
- Annual financial support for the operation of the Tigard-based Good Neighbor Center homeless shelter
- Rent-free office space for a Tigard-based affordable housing provider
- Identifying and pursuing available grants to finance needed on- and off-site public improvements, such as sidewalks, streets, and storm sewers, serving affordable housing areas or projects
- The Housing Inspection Program to maintain the quality of the City's existing housing stock
- The Housing Emergency Fund to assist occupants of housing declared to be unsafe or uninhabitable
- The Enhanced Safety Program to improve the safety of rental properties
- Membership in the Countywide Housing Advocacy Group